

# TONOPAH DAILY BONANZA

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## LIFE OF TONOPAH IS GREATLY EXTENDED

It is gratifying indeed to watch developments in the Tonopah district, and the announcement that Saturday exclusively on this paper that the Tonopah Extension Mining company would proceed with the sinking of the Victor shaft from the 1880 level to the 2125-foot point at a new level for new levels at 2000 and 2125 feet, respectively, will unquestionably add many years of additional life to this camp—the premier silver region of the world.

The fact that the Tonopah Extension has determined upon such a broad and comprehensive campaign of development will no doubt be followed by other companies extending the scope of their activities by sinking deeper into the bowels of the earth that the hidden wealth so placed by nature, may be mined and brought to surface that the precious metals may be extracted.

Tonopah is no "has been" mining camp, but on the contrary it begins to look like we were yet only in our infancy from a production standpoint. The fact that wonderfully large and rich orebodies are exposed on the 1880 level of the Tonopah Extension mine and the further fact that there is every reason to believe that these same orebodies will be found to be persistent to great depth causes the future outlook of this banner silver camp to assume a brilliant hue.

The Divide district, with the Tonopah Divide Mining company, lowering its main shaft that the water level may be reached will unquestionably prosper. The Tonopah Divide mine, will unquestionably proceed to surrender liberally of splendid grade ore for a great many years. At a depth of 1400 feet the shaft appears to be entering the sulphide zone and there is every reason to believe that a sufficient flow of water will shortly be available to permit of the company proceeding with the construction of a large and modern milling plant, which will be operated not only on ore from its own property, but to handle the great tonnages of low grade ore that are now exposed on a number of nearby properties.

## MINING ACTIVITY IS MORE NOTICEABLE

The outlook for a healthy revival of the mining industry in southern Nevada is most promising, and the prediction is freely made that we are about to enter upon a great period of prosperity. The outside districts are proving a magnet for prospectors and mining men and mineral finds of more than passing notice are being frequently reported.

The Reed district, located five miles south of Golden Arrow, 50 miles to the east and south of Tonopah, is proving an unusually strong attraction, and it begins to look like a mining camp of permanency was in the building. While it is a little early to make predictions concerning the persistency of the ore shoots, the geological conditions are considered excellent in view of the fact that they are almost identical with those of the Tonopah district.

Outside of what is known as the Storm Cloud property, little development has been carried forward in this new mining section. However, scores of locations have been made during the past month, and the prospector is busily engaged in trenching his ground with the object of finding something worth while.

The owners of the Storm Cloud property are not only prosecuting development on their own account with satisfaction, but they have granted seven leases, with a number of additional applications for privileges having been received. The showing in the main shaft is considered unusually good and at a depth of less than 30 feet a four-foot vein of high grade is exposed.

The country has been pretty well staked within a radius of three to four miles, and from this time forward we can anticipate important discoveries being recorded with frequency.

The fact that a new section of great promise has been found in this locality will add stimulus to the industry in nearby sections. Already the effect is noticeable at Belehelen, one of the oldest districts in the county, as well as at Silver Bow, Clifford, Arrowhead and Eden Creek.

That the prospector has been becoming uneasy is best evidenced by the fact that almost any afternoon you can see a half dozen or more

autos, heavily laden, depart from the main street of Tonopah. They are being headed for various outlying sections and the next few months promise to be busy ones with the men who may be termed real empire builders in that they search the hills in an endeavor to discover hidden mineral wealth, with success frequently following their efforts.

Among the many sections that promise to flourish in no small way during the next six months are Agnew and Hardsilver in Esmeralda county. Both of these camps are showing a great deal of promise and will in doubt become the mines for many people with the passing weeks. Both have mines developed in the shipping stage and both districts have been proven to have ore shoots of permanency. Weepah and Spine Creek promise to be of considerable value within the near future.

Other outlying sections are not being neglected, but on the other hand systematic development is being prosecuted on numerous properties. A few months promise to tell a wonderful story, so therefore, we must await patiently the results.

## LET US ALL OBSERVE SAFETY WEEK

May 15th to 20th is to be Safety Week throughout the land. In 1921 there were more than 1,500,000 of our people killed and injured in automobile accidents—more than six times the number of Americans that were killed and injured in the World War. These accidents caused disabilities and property damages of over a billion dollars.

With 10,000,000 automobiles in every state of mechanical fitness on the streets and roads of America today, directed by 10,000,000 drivers of every conceivable shade of expertness and carelessness, the question of safety in motoring has developed into a problem which is the subject of much study and discussion all over the United States.

The Safety Week cards which are being displayed in many places give some good advice to both the pedestrian and the motorist.

The first one is "Cross the Street at the Corner."

The people who cross the street in the middle of the block are known as "jaywalkers" and are the causes of many avoidable accidents. The place to cross the street in the downtown districts is at the corner and the time will undoubtedly come when "jaywalking" will be a violation of the law, just the same as passing a street car that is taking on passengers.

Don't be a jaywalker. The next suggestion is also directed at the pedestrian—"Look before you cross."

It seems absurd to have to tell a sound minded man to look before he ventures out into the street, but if you will stand on any street corner for five minutes you will see person after person start across the street, their heads down, walking with as much nonchalance as a debutante strolling across a ballroom.

In capital letters, the words "Drive Carefully" hit you right between the eyes. Every person who has ever driven knows what this means and we assume that it needs no further explanation.

Next comes the most important, or possibly the next most important piece of advice on the whole card, "Always Give the Hand Signals."

Upon investigation it was found that a majority of accidents are caused by the failure of the driver to give the hand signal. For your information, the adapted hand signals are: to stop, put the hand straight out horizontally from the body; for right turn, hand is held above the horizontal position; for left turn, hand is placed below the horizontal position. It is such an easy matter and required but an instant to give these signals, which tell the car behind exactly what you intend doing and the pedestrian on the corner which way you are going to turn, failure to give them is inexcusable.

"Test your brakes" is the next good suggestion.

Motorists in general do not attach sufficient importance to the brakes on their cars. They will drive and drive, knowing all the time that their brakes are not 100 per cent, without once considering the responsibility which would be theirs in case of an emergency. A well known brake lining company has compiled a chart which shows the distance in which your car

should stop when going at different speeds. Unless your car can come within this standard it is dangerous to both yourself and the public. When the brakes are not as it should be the time to get them fixed is right now—tomorrow may be too late.

The plan of making the American people pay not only their debts to others and others' debts to them, but the German indemnity beside. That is the unwillingness of the voters of this country, as expressed at the polls in 1920, to becoming permanent chestnut pullers for European powers still playing the game solely for selfish advantage at the instigation of American investors in foreign securities whose hearts are with their treasure on the other side of the Atlantic.

## Withdraws Application to Join the Ku Klux Klan

Dr. Associated Press: SACRAMENTO, May 15.—Fred W. Links, chief accountant of the state department of agriculture, has notified the office of Governor Stephens he has requested the return of his application card from the Ku Klux Klan. The governor yesterday is suing a statement that state employment must not belong to the Klan.

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## NOTICE

Is given that a hearing on the adoption of Safety Rules and Orders under the provisions of Chapter 235, Stats. 1919, covering installation and operation of machinery and power transmission apparatus in mills, factories, laundries and other industries in Nevada will be held by the

NEVADA

INDUSTRIAL COMMISSION

May 19, 1922, 10 A. M.

At the rooms of the Reno Chamber of Commerce, Reno, Nevada. All persons interested are invited to be present and be heard. Copies of the proposed Safety Rules and Orders may be obtained on request from the NEVADA INDUSTRIAL COMMISSION Carson City, Nevada

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